

1963

CONGRESSIONAL RECORD — SEN.

Resolved, That there shall be printed as a Senate document compilation of materials entitled "Summer Employment by College Students in the Federal Government—1961", prepared by the Legislative Reference Service, Library of Congress; and there shall be printed six thousand two hundred additional copies of such Senate document for the use of the Members of the Senate.

AUTHORITY TO SIGN ENROLLED JOINT RESOLUTION DURING ADJOURNMENT

Mr. HUMPHREY. Mr. President, I ask unanimous consent that the Vice President or the President pro tempore be authorized to sign, during the adjournment following today's session, the enrolled joint resolution (H.J. Res. 284) making supplemental appropriations for the Department of Agriculture for the fiscal year ending June 30, 1963, and for other purposes.

The VICE PRESIDENT. Without objection, it is so ordered.

REQUIREMENT FOR CERTAIN NEW PACKAGES OF IMPORTED ARTICLES TO BE MARKED SHOWING COUNTRY OF ORIGIN—AMENDMENT

Mr. JORDAN of Idaho. Mr. President, last Thursday I introduced four measures to offer some relief for the American lumber industry in its fight against increased Canadian imports of softwood lumber into the United States. One of the bills I introduced at that time, S. 957, would amend the Tariff Act of 1930 to require the marking of lumber and wood products to indicate the country of origin. I later found out that on the same day, February 28, a House-passed bill, H.R. 2513, was referred to the Senate Finance Committee. H.R. 2513 would amend the Tariff Act of 1930 to require certain new packages of imported articles to be marked to indicate the country of origin.

In keeping with my statement that I will continue to work for relief of the American lumber industry, I today submit an amendment to the House-passed bill, H.R. 2513. This amendment would require that lumber and wood products be included under the bill as items to be marked with the country of origin.

I am also sending a letter to the chairman of the Senate Finance Committee, the distinguished senior Senator from Virginia [Mr. BYRD] to the effect that I would like to have this amendment considered by his committee when H.R. 2513 is up for consideration.

I hope, in this way, to expedite the handling of one aspect of legislative relief for the American lumber industry.

The VICE PRESIDENT. The amendment will be received, printed, and referred to the Committee on Finance.

AMENDMENT OF ARMS CONTROL ACT—ADDITIONAL COSPONSOR OF BILL

Mr. HUMPHREY. Mr. President, I ask unanimous consent that the name of the senior Senator from New York

[Mr. JAVITS] be added as a cosponsor of S. 777, a bill to amend the Arms Control Act.

The VICE PRESIDENT. Without objection, it is so ordered.

NATIONAL ACADEMY OF FOREIGN AFFAIRS ACT OF 1963—ADDITIONAL COSPONSORS OF BILL

Mr. SYMINGTON. Mr. President, I ask unanimous consent that at the next printing of the bill (S. 865) to provide for the establishment of the National Academy of Foreign Affairs, and for other purposes the names of the senior Senator from Oklahoma [Mr. MONRONEY], the senior Senator from Hawaii, [Mr. FONG], the junior Senator from Michigan [Mr. HART], and the junior Senator from New Hampshire [Mr. McINTYRE] be added as cosponsors.

The VICE PRESIDENT. Without objection, it is so ordered.

JOINT COMMITTEE ON CENTRAL INTELLIGENCE—ADDITIONAL COSPONSORS OF CONCURRENT RESOLUTION

Mr. McGOVERN. Mr. President, on behalf of the Senator from Florida [Mr. SMATHERS], I ask unanimous consent that upon the next printing of Senate Concurrent Resolution 23, introduced by me on February 25, providing for the establishment of a Joint Committee on Central Intelligence, that the names of Senators BARTLETT and GRUENING, of Alaska, be added as cosponsors.

The VICE PRESIDENT. Without objection, it is so ordered.

ADDITIONAL COSPONSORS OF BILLS AND CONCURRENT RESOLUTION

Under authority of the orders of the Senate of February 20, 1963, the following names have been added as additional cosponsors for the following bills and concurrent resolution:

S. 861. A bill to provide for the general welfare by assisting the States, through a program of grants-in-aid, to establish and operate special hospital facilities for the treatment and cure of narcotic addicts: Mr. LONG of Missouri and Mr. WILLIAMS of New Jersey.

S. 862. A bill to provide that, for purposes of certain studies, investigations, and demonstrations authorized with respect to mental illness under the Public Health Service Act, addiction to narcotics be considered as a mental illness: Mr. LONG of Missouri and Mr. WILLIAMS of New Jersey.

S. 863. A bill to amend chapter 402 of title 18, United States Code, to make the Federal Youth Corrections Act applicable to certain persons who violate the Federal narcotics statutes: Mr. LONG of Missouri.

S. 864. A bill to enable the courts more effectively to deal with the problem of narcotic addiction: Mr. WILLIAMS of New Jersey.

S. Con. Res. 21. Concurrent resolution expressing the determination of the United States with respect to the matter of general disarmament and arms control: Mr. BEALL, Mr. BENNETT, Mr. DOMINICK, Mr. FONG, Mr. GOLDWATER, Mr. HRUSKA, Mr. JORDAN of Idaho, Mr. LAUSCHE, Mr. McCLELLAN, Mr. MECHEM, Mr. METCALF, Mr. MUNDT, Mr. RANSON, Mr. THURMOND, Mr. TOWER, and Mr. YOUNG of North Dakota.

March 4

By Mr. BYRD of Virginia:
Article entitled "Two Perils for the Tax Program," written by William S. White and published in the Evening Star on February 27, 1963.

By Mr. THURMOND:
Article entitled "Should I Compete for a West Point Nomination?" written by Maj. Gen. W. C. Westmoreland and published in the March 1963 issue of Army Information Digest.

Article entitled "Ruling Underlines Need for Curbs," written by David Lawrence and published in the Greenville (S.C.) News of March 3, 1963, relating to picketing and other demonstrations against segregation.

By Mr. TALMADGE:
Announcement of 1962 American Success Story Award to Mrs. Mae Bonnell Sauls.

By Mr. HARTKE:
Commentary by Gunter Marquard, a German political journalist, on the incident of August 18, 1962, when an 18-year-old East Berlin construction worker was shot and left to bleed to death near the Berlin Wall.

TRIBUTE TO SENATOR BYRD OF VIRGINIA

Mr. MANSFIELD. Mr. President, 30 years ago a new President of the United States, Franklin D. Roosevelt, came into office. He was one of the great Presidents of our time. His contributions have been many, and the marks he left are visible even to this day.

Fifty years ago the Department of Labor came into being, under the auspices of a Republican President; and I am glad to note that anniversary today, and to commend the Department of Labor for its many fine activities through the years.

Thirty years ago, the Nation was in the midst of the great depression. It was the year in which a new President came into the White House and, with great determination and courage and with imagination and boldness in public policies, restored to the people of the United States hope in their system and in their future. One of his supporters in the election campaign which led to his election was a public-spirited Virginian.

In the same period, the same Virginian came into the Senate. From the outset, he was a man of independent views; but he understood the problems confronting the President and the Nation, and he did his part in seeing to it that those problems were faced in the Senate, and that appropriate remedies were devised.

Through the years, Mr. President, through the administrations of President Roosevelt, President Truman, and President Eisenhower, and into that of President Kennedy, the same Senator has continued to serve his State and the Nation. Sometimes he has agreed with Presidents, and sometimes he has not; but he has never failed to face the issues frankly, and to see to it, insofar as it lay within his power to do so, that the Senate faced them. That has been his hallmark.

It was 30 years ago to the day that HARRY BYRD came to the Senate. He has seen this country grow under policies which he has espoused and also under policies with which he disagreed. He has

has gained because those battles were fought.

Nor are the battles over, Mr. President. The Senator from Virginia sits as chairman of the Finance Committee at a moment when great and complex social and economic issues, involving finance, are once again in the forefront of the Nation's concern. I do not look to the Senator from Virginia to agree with the President or to disagree on every issue. I look to the Senator from Virginia to bring to these issues his own, individual wisdom; and I look to him to see to it that these issues are faced by the Senate as a whole. Finally, I look to him—once the decisions are made by the whole Senate—to submerge his own views, to close ranks—whatever the outcome—as the great American that he is and has always been.

So, Mr. President, I congratulate the Senator from Virginia on his 30th anniversary in the Senate. I wish him many more battles and many more years of service in the Senate and to the Nation.

ASIA'S FRONTIERS OF FREEDOM

Mr. MANSFIELD. Mr. President, recently there has appeared in the St. Louis Post-Dispatch, the Washington Star, and other newspapers, a series of articles entitled "Asia's Frontiers of Freedom." The articles, written by Richard Dudman, are based upon his journey of observation in the southeast Asian region. These articles constitute a job of first-rate and careful reporting on this region, in which we are deeply involved and about which we are inadequately informed. I commend these articles to the attention of the Senate. They are worth reading and studying in connection with our legislative responsibilities. I ask unanimous consent that the articles be printed at this point in the RECORD.

There being no objection, the articles were ordered to be printed in the RECORD, as follows:

[From the St. Louis Post-Dispatch,
Feb. 3, 1963]

ASIA'S FRONTIERS OF FREEDOM—U.S. POLICY:
PLUSSES, MINUSES, AND QUESTIONS—HARD
GOING FOR YEARS INDICATED IN FIGHT TO
ROLL BACK RED CHINESE

(By Richard Dudman)
(First of a series)

American policy along the rim of China can best be characterized as a holding operation.

It is really not a single policy, but a collection of different policies.

It supports the national leaders—mainly dictators—who say they are for us and against communism. It sometimes helps and sometimes ignores the leaders—also mainly dictators—who call themselves neutrals. It frowns on a third group of dictators, those who side with the Communists.

It guarantees the territory of Chiang Kai-shek, joins with China and the Soviet Union to support a neutral coalition government in Laos but hesitates to give similar assurances when Cambodia requests them. It spurns altogether a request for diplomatic relations with Outer Mongolia.

The best that officials in Washington can sometimes contradictory policies is to say

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remained open, and apparently all of the city's 75,000 people went to Second Street, to give the workmen moral support. And they spent while they were there.

Stone claims that business is up at least 20 percent over last year. Some stores have reported that revenues have doubled.

The mall's effect on property values is staggering.

Stone pointed to a parcel of land which was recently sold at \$1,750 a front foot.

What was it worth before?

Stone thought for a minute and finally answered: "Well you just couldn't sell it."

What Is a Farmer?

EXTENSION OF REMARKS OF

HON. ODIN LANGEN

OF MINNESOTA

IN THE HOUSE OF REPRESENTATIVES

Thursday, February 14, 1963

Mr. LANGEN. Mr. Speaker, the American farmer is perhaps the most talked-about citizen in our great country. He is praised for his know-how, damned for his abundance, and is the subject of great concern each year in these halls. It occurs to me that perhaps many of us fail to understand just what he is, this enigma of our time. To put this tiller-of-the-land in proper perspective, I respectfully submit an article from the Farmers Union Grain Terminal Association as reprinted in the February 15, 1963 edition of the Washington World.

The article follows:

PORTRAIT OF A PARADOX, THE FARMER: EXECUTIVE, EXPERT ON FINANCE, SCIENTIST

(We have been given the answers to "What is a boy?" and "What is a girl?" Now the Farmers Union Grain Terminal Association has come up with a definition answering the question, "What is a farmer?")

A farmer is a paradox. He is an overall executive with his home his office; a scientist using fertilized attachments; a purchasing agent in an old straw hat; a personnel director with grease under his fingernails; a dietitian with a passion for alfalfa, amino acids and antibiotics; a production expert with a surplus, and a manager battling a price-cost squeeze.

He manages more capital than most of the businessmen in town.

He likes sunshine, good food, State fairs, dinner at noon, auctions, his neighbors, his shirt collar unbuttoned and, above all, a good soaking rain in August.

He is not much for droughts, ditches, throughways, experts, weeds, the 8-hour day, grasshoppers, or helping with housework.

Farmers are found in fields—plowing up, seeding down, rotating from, planting to, fertilizing with, spraying for, and harvesting. Wives help them, little boys follow them, the Agriculture Department confuses them, city relatives visit them, salesmen detain them and wait for them, weather can delay them, but it takes Heaven to stop them.

A farmer is both faith and fatalist—he must have faith to continually meet the challenges of his capacities amid an ever-present possibility that an act of God—a late spring, an early frost, tornado, flood, drought—can bring his business to a standstill. You can reduce his acreage but you can't restrain his ambition.

Might just as well put up with him. He is your friend, your competitor, your cus-

tommer, your source of food, fiber, and self-reliant young citizens to help replenish your cities. He is your countryman—a denim-dressed, businesswise, fastgrowing statesman of stature. And when he comes in at noon, having spent the energy of his hopes and dreams, he can be recharged anew with the magic words: "The market's up."

Project Map of the Ninety-Nines, Inc.

EXTENSION OF REMARKS OF

HON. ROBERT W. HEMPHILL

OF SOUTH CAROLINA

IN THE HOUSE OF REPRESENTATIVES

Thursday, February 14, 1963

Mr. HEMPHILL. Mr. Speaker, recently, as an aviation enthusiast, my attention has been called to the lack of small airfields in this country. In studying this matter I find that aviation is not making the progress we would hope for among the younger people of our Nation. Seventy percent of the pilots of this Nation are said to be over 35 years of age.

One of the problems private aviators encounter is the lack of available fields near smaller towns, resorts, and national parks for the use and pleasure, as well as the education, of people who own private planes or have access to private planes, around the country. To be sure, we have built many large and beautiful airports, but they are designed to accommodate the large commercial airplanes, and this is as it should be, but the small airport user has difficulty in securing the facilities he needs for his operations.

Many years ago the great American aviatrix, Amelia Earhart, wrote to the ladies of her day holding pilot certificates. She asked them to join a club and the ladies assembled at Curtis Field, Valley Stream, N.Y., on November 2, 1929. The club was organized under the name of the Ninety-Nines, Inc., 99 ladies having responded to Miss Earhart's letters. The organization still exists and has the best interests of this Nation at heart. It seeks to promote aviation and I salute the efforts of those who carry on this fine work.

Recently, Mrs. Donald M. Thompson of Annandale, Va., presided at the "99" international convention at Princeton, N.J., on July 14, 1962, and presented a project map, which is a part of the ambitions of this organization. I would like to include that article as part of my remarks at this point.

I hope those of us who are interested in aviation will be able to help sponsor these small fields.

PROJECT MAP PRESENTED AT "99" INTERNATIONAL CONVENTION, PRINCETON, N.J., ON JULY 14, 1962

Today, we live in an air age—lots of large airports and big airplanes but few fields for general aviation. Primarily in the past there was a lack of interest by the Federal Aviation Agency and the public in general. During the last several years, we lost 1,200 airports nationally.

To try to reverse this trend, our "99" organization passed a resolution at our last convention in San Diego, Calif., in 1961 to see

what could be done to aid general aviation. A committee was appointed to try to carry out the aims of Project Map which stands for more airports. We hope to achieve this aim by linking their development to the national highway plan. When Federal funds are spent for highways, small landing strips could be built along the side of the road near a convenient intersection adjacent to a town. The airports could then be maintained in the same manner as the highways and eating areas adjacent to them are maintained today. The right to build hangars and to sell fuel could be leased to local operators just as the filling stations along the turnpikes are leased. This is not a new idea. Similar ones have been tried from time to time during recent years but not being well supported have had little success. We hope now that the change in the attitude of the people toward aviation and the increase in our technology will make the idea more acceptable.

A number of people concerned with the development of aviation have been interviewed and letters have been written to all of the State aviation directors in the United States. There being no guidelines, each step led to the next. Our first visits to FAA were not encouraging. They were skeptical of our idea because of a previous experience during World War II. At that time, the Bureau of Public Roads built 29 strips such as the ones located at Key Largo, Chincoteague, and other areas. These failed because of isolation and no facilities. These pitfalls we hope to avoid by locating near an intersection of a fairly large town. These airstrips would benefit the towns near which they were located. We all know that business is more apt to come to a locality that has good airport facilities. A study of this is being made by FAA and will be published in the near future.

We regret that there seems to be a general feeling against small airports. Many FAA and State aviation officials favor large, municipally owned airports for three reasons:

1. As a public utility, the airport can gain land through the right of eminent domain.
2. Greater sums of money are available for municipally owned airports.
3. Private owners often sell out.

Now we have in FAA a man who seems to understand the problems of general aviation and to be dedicated and enthusiastic in finding solutions for present difficulties. As special assistant to FAA Administrator N. E. Halaby, it is his job to concentrate on problems within the general aviation field. Needless to say, we were delighted to learn that the assistant is working on a project similar to ours—that something is really being done to stimulate the growth of small airports.

During our conversation, the idea of small landing strips in our national parks and other recreational areas was mentioned. This sounded like an excellent idea to us—one that we in the "99" could get behind and help push. Think of the possibilities that could come out of this idea—more airstrips for general aviation, interesting places for "99" fly-ins, meetings, etc. Let's get behind it and urge our Representatives and Senators to support the idea.

Other ideas are being explored such as a youth introductory flight program with industry's help and aid for privately owned airports.

We learned that one of the ways that we can be most helpful is to visit the different district field engineers throughout the United States and discuss our program with them. What we want to get across to them is the necessity for small airstrips. Many of them have become so involved and dedicated to the multimillion-dollar projects that they have lost sight of general aviation. Remember—they are the ones who make or break the building of small airstrips of ap-

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proximately 3,200 feet since they do the recommending to the directors in Washington. Many of the letters from State aviation directors pointed out the fact that it was very difficult for both the States and the local cities to obtain Federal-aid airport moneys for small landing strips and general aviation airports.

Two reasons were given for this. First, the Federal Government had never taken very seriously the matter of a small landing strip program as part of the national airport plan. Priority is usually given to airport projects which require several hundred thousand dollars or more of Federal funds. Hence, the larger the project, the higher the funding priority. Second, the Government seemingly concerns itself about the need for more general aviation airports, but when the chips are down, allocates its money primarily to large airport programs in the various States.

Aviation and the automobile came into being about the same time. The automobile and road network grew hand in hand but the same cannot be said of light airplanes and small landing strips. Something must be done to change the latter condition while there is still available land. Our rapid population growth foreseen for the future makes it imperative that something be done now.

Some of the disadvantages stated to our program were:

1. Unique land problem in some States—urbanized, rolling countryside, mountains, etc.
2. Risk of serious accidents due to inattention, fear, or inability to control car.
3. Access to the highway along such a strip would have to be limited in the interest of safety and to avoid confusion and congestion.
4. The unauthorized of the highway commission to act either alone or jointly with another State department to purchase right-of-way for or construct airports.
5. Idea not looked upon with favor by the roadbuilding agencies.
6. Persuading the local governments to sponsor the airport and provide for its maintenance through local crews.

We know that the advantages of our program far outweigh the disadvantages advocated by some people. A few are as follows:

1. A basis for accomplishing our objective—more general aviation airports.
2. Stimulation of the growth of general aviation.
3. Greater community economic growth—more industry, more jobs, etc.
4. Aid in time of national disaster—provide for immediate movement of critical personnel and supplies into the disaster area when all other means of transportation are inoperative.
5. Aid our national defense program.
6. Safety factor for pilots.
7. Airports self-supporting.
8. Pleasure—more airports—more places to go.

It was suggested that our organization, through its individual membership in each State bring our resolution to the attention of the individual U.S. Representatives and U.S. Senators in Washington, D.C. It was pointed out that it takes only a small amendment to existing laws governing the Bureau of Public Roads or the Federal Aviation Agency to allocate a certain percentage of the total appropriation for the purpose of carrying out the objectives in our resolution.

Five States that we know of are actively engaged in an airstrip program on their own. They are: Nebraska, Utah, Alabama, Alaska, and Oklahoma. Nebraska has just allocated \$150,000 for 10 airstrips. The communities will be required to pay this sum to the Department of Aeronautics over a

10-year period, interest free. Actually, this will become a revolving fund.

Oklahoma's Turnpike Authority has received authorization to construct two airstrips along the new turnpike southwest from Oklahoma City to the Texas State line. These paved strips, located at Chickasha and Walters, will be used by the light plane pilot who wants to fly in, gas his plane, and have lunch before taking off again.

AOPA and the Utility Airplane Council, Aerospace Industries Association of America have both worked on similar ideas. Both are willing to help us in any way possible. It was pointed out, however, that getting cooperation for such a project is a long, wearisome process.

In conclusion, we want to remember that it is our privilege to follow these suggestions in aiding general aviation and to do all in our power to see them become realities.

VIRGINIA THOMPSON,
Chairman.
DOROTHY MITCHELL
Assistant Chairman.

Abraham Lincoln—Tadeusz Kosciuszko

EXTENSION OF REMARKS

OF

HON. CLEMENT J. ZABLOCKI

OF WISCONSIN

IN THE HOUSE OF REPRESENTATIVES

Thursday, February 14, 1963

Mr. ZABLOCKI. Mr. Speaker, on February 12 we observe the birthdays of two great men who have played important roles in the history of our Nation—Abraham Lincoln, our 16th President, and Gen. Tadeusz Kosciuszko, a famous adopted son of our country and a hero of the Revolutionary War.

These two great men, living in different periods, with different backgrounds, shared the same respect for the dignity of man and abiding love for our Nation. Each in his own way helped to make the United States what it is today.

General Kosciuszko was an outstanding military leader, and his gallant participation in our Revolutionary War is impressive because of the fact that in assisting our Nation's struggle for independence he did not hesitate to come to our shores and fight for the principles in which he believed. His devotion to the cause of freedom and liberty should be an inspiration to all of us.

President Lincoln's courageous stand for freedom and union is forever inscribed in the annals of our national history. He led our Nation through a critical and tragic period, preserving the Union and opening the doors to a great future for the United States.

Today we are involved in a great and terrible conflict—the conflict between the free world and communism. As we recall the achievements of these two men, we must reaffirm our determination to strive for freedom and justice for all. Let us express hope that the day will soon come when the people of Poland will regain their full independence. It is our responsibility to take a firm stand and be willing to sacrifice in order that we may preserve our heritage and, inspired by the example of Lincoln and Kosciusz-

ko, we pray that, with God's help, we may have the strength today and in the days to come to live up to that responsibility.

The Country Does Not Need a Foreign Affairs Academy

EXTENSION OF REMARKS

OF

HON. PAUL FINDLEY

OF ILLINOIS

IN THE HOUSE OF REPRESENTATIVES

Thursday, February 14, 1963

Mr. FINDLEY. Mr. Speaker, a Foreign Affairs Academy run by the Federal Government would neither be needed nor beneficial in training American diplomats. The President has suggested a foggy-bottom West Point. An editorial in the Providence Evening Bulletin states that the skills necessary for becoming a diplomat can be obtained in fine schools around the world and that such a Government school would "indoctrinate rather than educate" thinking Foreign Service officers. More inservice training for U.S. diplomats is necessary and should be made available.

The editorial follows:

THE COUNTRY DOES NOT NEED A FOREIGN AFFAIRS ACADEMY

As a matter of pure bureaucratic logic, nothing could be more obvious:

You have to have a Naval Academy to train sailors.

You need a West Point to train soldiers.

You must have an Air Force Academy to turn out airmen.

Why not a Foreign Affairs Academy for diplomats?

President Kennedy, on the recommendation of an advisory panel, has announced he plans to put that proposition to Congress next year.

Why not a Foreign Service Academy, indeed? We hope the Congress tells Mr. Kennedy why not in no uncertain terms.

Because we don't need it.

Because it would do more harm than good.

We don't need a Foreign Affairs Academy because, unlike the military sciences, training in the many skills that go into the making of a diplomat is available in scores of excellent private and public colleges and universities throughout the Nation—and elsewhere in the world.

A new service academy would do more harm than good because it would tend to tighten the straitjacket of inbred, doctrinaire thinking that already inhibits our diplomatic service. A Federal academy would indoctrinate rather than educate.

If the President is really concerned about the incompetence of American Foreign Service personnel—as he should be—there are better ways to solve the problem.

More opportunities should be given to bright young Foreign Service officers, after a few years of experience abroad, to return to schools at home or abroad for advance work in the fields of their special interest.

More time should be allotted to inservice training, especially at oversea posts. For instance, there has been for many years an outstanding orientation course in New Delhi, operated jointly by the U.S. technical mission in India and the Ford Foundation. Although the United Nations and the British High Commission in Delhi have made enthusiastic use of this course to help their own new people get acquainted with the

\$5,000, or be imprisoned not more than one year, or both, in the discretion of the court.

(b) Whenever the Commission has reason to believe any person is guilty of a misdemeanor under this section, it shall certify all pertinent facts to the Attorney General, whose duty it shall be to cause appropriate proceedings to be brought for the enforcement of the provisions of this section against such person.

APPLICATION OF EXISTING LAWS

SEC. 12. The provisions of this Act shall be held to be in addition to, and not in substitution for or limitation of, the provisions of any other Act of Congress.

SEPARABILITY OF PROVISIONS

SEC. 13. If any provision of this Act or the application thereof to any person or circumstance is held invalid, the remainder of the Act and the application of such provision to any other person or circumstance shall not be affected thereby.

EFFECTIVE DATE

SEC. 14. This Act shall take effect one year after the date of its enactment.

MASS TRANSPORTATION ACT OF 1963—AMENDMENTS

Mr. TOWER (for himself and Mr. BENNETT) submitted amendments, intended to be proposed by them jointly, to the bill (S. 6) to authorize the Housing and Home Finance Administrator to provide additional assistance for the development of comprehensive and coordinated mass transportation systems, both public and private, in metropolitan and other urban areas, and for other purposes, which were ordered to lie on the table and to be printed.

Mr. LAUSCHE submitted an amendment, intended to be proposed by him, to Senate bill 6, supra, which was ordered to lie on the table and to be printed.

Mr. LAUSCHE submitted an amendment, in the nature of a substitute, intended to be proposed by him, to Senate bill 6, supra, which was ordered to lie on the table and to be printed.

Mr. GOLDWATER submitted an amendment, intended to be proposed by him, to Senate bill 6, supra, which was ordered to lie on the table and to be printed.

Mr. GOLDWATER submitted an amendment, intended to be proposed by him, to the amendment reported by Mr. MAGNUSON from the Committee on Commerce, in the nature of a substitute, to Senate bill 6, supra, which was ordered to lie on the table and to be printed.

Mr. SCOTT submitted an amendment, intended to be proposed by him, to Senate bill 6, supra, which was ordered to lie on the table and to be printed.

EXTENSION OF TIME FOR COMMITTEE ON GOVERNMENT OPERATIONS TO FILE REPORTS

Mr. McCLELLAN. Mr. President, I ask unanimous consent that the Permanent Subcommittee on Investigations of the Committee on Government Operations may extend the time for filing reports concerning last year's work to June 30, 1963.

There are three reports which involve, first, the Department of Agriculture handling of the pooled cotton al-

lotments of Billie Sol Estes; second, the pyramiding of profits and costs in the missile procurement program; and third, the American Guild of Variety Artists. These reports have been drafted and will be submitted for study by the committee members in the immediate future.

On February 6 the Senate granted an extension of the time for filing these reports until April 1. It was believed then that this would be sufficient time to complete work on these reports. Since then, it has developed that additional time will be necessary in order that adequate study may be given by the committee members. Accordingly I ask for this additional extension.

The VICE PRESIDENT. Without objection, it is so ordered.

AMENDMENT OF AGRICULTURAL ADJUSTMENT ACT—ADDITIONAL COSPONSOR OF BILL

Mr. HUMPHREY. Mr. President, I ask unanimous consent that I might be permitted to join as a cosponsor of the bill S. 829, introduced by the Senator from Maine [Mr. MUSKIE] to amend the Agricultural Adjustment Act of 1938, to provide for marketing quotas on Irish potatoes through the establishment of acreage allotments. I feel that this bill represents a constructive approach to the problems faced by our potato producers, and I would urge most favorable action on the bill by the appropriate committee, namely, the Committee on Agriculture and Forestry, and by the Congress.

The VICE PRESIDENT. Without objection, it is so ordered.

ESTABLISHMENT OF A FOREIGN SERVICE ACADEMY—ADDITIONAL COSPONSOR OF BILL

Mr. SYMINGTON. Mr. President, at its next printing, I ask unanimous consent that the name of the junior Senator from Nevada [Mr. CANNON] be added as a cosponsor of Senate bill 865, to establish a Foreign Service Academy.

The VICE PRESIDENT. Without objection, it is so ordered.

REPEAL OF SECTION 139 OF INTERSTATE COMMERCE ACT—ADDITIONAL COSPONSOR OF BILL

Mr. HARTKE. Mr. President, at its next printing, I ask unanimous consent that the name of the Senator from Georgia [Mr. TALMADGE] be added as a cosponsor of the bill S. 1161, to repeal section 13a of the Interstate Commerce Act.

The VICE PRESIDENT. Without objection, it is so ordered.

ADDITIONAL COSPONSOR OF BILL

Under authority of the orders of the Senate, as indicated below, the following names have been added as additional cosponsors for the following bill:

Authority of March 25, 1963:
S. 1183. A bill to amend the Federal Water Pollution Control Act to protect the navi-

gable waters of the United States from further pollution by requiring that synthetic detergents manufactured for use in the United States or imported for use in the United States comply with certain standards of decomposability; Mr. DOUGLAS, Mr. LONG of Missouri, and Mr. MAGNUSON.

EXTENSION OF TIME FOR CONCURRENT RESOLUTION TO LIE ON THE DESK

Mr. COOPER. Mr. President, I ask unanimous consent that Senate Concurrent Resolution 34, to express the sense of Congress that the President appoint a committee to evaluate our foreign aid program in each country and report its finding to the President and Congress remain at the desk until April 5 for additional cosponsors. The concurrent resolution was originally ordered to lie on the desk until the close of business today.

The VICE PRESIDENT. Without objection, it is so ordered.

NOTICE OF HEARINGS ON AREA REDEVELOPMENT LEGISLATION BY THE SUBCOMMITTEE ON PRODUCTION AND STABILIZATION OF THE SENATE COMMITTEE ON BANKING AND CURRENCY

Mr. DOUGLAS. Mr. President, as chairman of the Subcommittee on Production and Stabilization of the Committee on Banking and Currency, I wish to announce the beginning of hearings on S. 1163, a bill to amend certain provisions of the Area Redevelopment Act.

The hearings will begin at 2 p.m. Monday, April 22, 1963, in room 5302, New Senate Office Building and will continue on the following days of that week in the morning.

All persons who wish to appear and testify on this bill are requested to notify Mr. Jonathan Lindley, Senate Committee on Banking and Currency, room 5300, New Senate Office Building, telephone Capitol 4-3121, extension 3921.

NOTICE OF RECEIPT OF NOMINATIONS BY COMMITTEE ON FOREIGN RELATIONS

Mr. FULBRIGHT. Mr. President, as chairman of the Committee on Foreign Relations, I desire to announce that today the Senate received the nominations of George C. McGhee, of Texas, to be Ambassador to the Federal Republic of Germany, and Roger Hillsman, Jr., of Maryland, to be an Assistant Secretary of State.

In accordance with the committee rule, these pending nominations may not be considered prior to the expiration of 6 days of their receipt in the Senate.

PRESS RELEASE OF COMMITTEE ON FOREIGN RELATIONS—NOTICE OF HEARING

Mr. FULBRIGHT. Mr. President, I ask unanimous consent to insert at this point in the RECORD a press release issued March 30 by the Committee on Foreign Relations announcing that on April 4 and

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April 1

5 public hearings would begin on S. 865, a bill to establish a National Academy of Foreign Affairs.

Any individual or organization wishing to present testimony on S. 865 should contact the committee clerk, Mr. Darrell St. Claire, room S-116, the Capitol.

There being no objection, the press release was ordered to be printed in the RECORD as follows:

U.S. SENATE, COMMITTEE ON FOREIGN RELATIONS

On April 4 and 5 the Committee on Foreign Relations plans to begin public hearings on S. 865, an administration bill to provide for the establishment of a National Academy of Foreign Affairs, which was introduced by Senator STAMINGTON on February 20, 1963.

Cosponsors of S. 865 are Senators SALTONSTALL, BAYH, BOGGS, BYRD of West Virginia, CLARK, ENGLE, GRAVENING, HUMPHREY, INOUYE, LONG of Missouri, MANSFIELD, McKEE, MOSS, NEUBERGER, RANDOLPH, RIBICOFF, SMATHERS, WILLIAMS of New Jersey, YARBOROUGH, MONRONEY, FONG, HART, MCINTYRE, BREWSTER, and JAVITS.

Any individual or organization wishing to present testimony on S. 865 should contact without delay the chief clerk of the Committee on Foreign Relations, Mr. Darrell St. Claire, room S-116, the Capitol.

The hearings will be held in room 4221, New Senate Office Building, and will begin at 10:30 a.m.

NOTICE CONCERNING CERTAIN NOMINATIONS BEFORE COMMITTEE ON THE JUDICIARY

Mr. EASTLAND. Mr. President, the following nominations have been referred to and are now pending before the Committee on the Judiciary:

Louis M. Janelle, of New Hampshire, to be U.S. attorney, district of New Hampshire, term of 4 years, vice William H. Craig, Jr., resigned.

Paul G. April, of New Hampshire, to be U.S. marshal, district of New Hampshire, term of 4 years, vice Royal Dion, resigned.

On behalf of the Committee on the Judiciary, notice is hereby given to all persons interested in these nominations to file with the committee, in writing, on or before Monday, April 8, 1963, any representations or objections they may wish to present concerning the above nominations, with a further statement whether it is their intention to appear at any hearing which may be scheduled.

ADDRESSES, EDITORIALS, ARTICLES, ETC., PRINTED IN THE APPENDIX

On request, and by unanimous consent, addresses, editorials, articles, etc., were ordered to be printed in the Appendix, as follows:

By Mr. GOLDWATER:

Address entitled "Aerospace and Arizona Days," delivered by J. H. Doolittle before the Air Force Association, at Tucson, Ariz., on February 8, 1963.

By Mr. HAYDEN:

Article entitled "A Concept of Aid" published in the February 1963, issue of the Industrial Bulletin of the New York State Department of Labor.

By Mr. YARBOROUGH:

Article entitled "FFA Good Groundwork for College," written by Jarrell D. Gray, head of the department of agricultural education,

East Texas State College, and published in the Bowie, Tex., News, of February 21, 1963, dealing with the organization known as Future Farmers of America.

By Mr. TALMADGE:

Article entitled "Area Can Have Both Duke and Trotters Dams; Also Mead Plant," published in the Independent, Anderson, S.C., March 27, 1963.

By Mr. MUSKIE:

Article entitled "Nason Finds Maine Final 'Refreshing,'" by Jerry Nason, published in the Boston Globe, issue of March 25, relating to New England's best basketball players and sportsmanlike fans in Maine.

By Mr. ANDERSON:

Article entitled "Crowded But Rich United States Expected in 40 Years," written by Julius Duschka and published in the Washington Post of April 1, 1963.

By Mr. KEATING:

Essays on the subject "America's Three Greatest Battles," in the November American history contest of Newsday.

By Mr. HARTKE:

Editorial entitled "Four-Fork Banquet Falls To Battle General Shoup," and editorial entitled "Salute to General Shoup," both published in the Indianapolis, Ind., News, on March 15 and March 14, 1963, respectively.

Letter addressed to him, written by Richard L. Scholl, vice president and general manager of Arno Adhesive Tapes, Inc., Michigan City, Ind., and editorial entitled "Well Done, FBI," published in the News-Dispatch, Michigan City, Ind., on January 8, 1963.

Column written by Lou Hiner, Jr., relating to Peace Corps volunteers from Indiana, published in the Indianapolis, Ind., News on March 18, 1963.

By Mr. RANDOLPH:

Article entitled "Grafton Refuses To Die," in the March 29, 1963, issue of the Keyser, W. Va., News-Tribune.

Article entitled "Thorn Picked On Academic All-Star Team," in the March 28, 1963, issue of the Washington Star.

CAPT. EDWARD J. DWIGHT, JR., FIRST NEGRO SELECTED AS TRAINEE FOR MANNED SPACE PROGRAM

Mr. CARLSON. Mr. President, we are proud that the first Negro to be selected as a trainee for the U.S. manned space program is from the great State of Kansas.

It is particularly pleasing in view of Kansas' early history. The issue in the Kansas statehood controversy was whether it was to be admitted as a free State or a slave State. For several years the issue was bitterly fought; and, in the final analysis, the people of Kansas, with their usual good judgment, insisted on human rights and human freedoms. As a result of this, our motto carries the Latin words "Ad Astra Per Aspera," which means "To the Stars Through Difficulty."

The Kansan selected as trainee for the manned space flight is Capt. Edward J. Dwight, Jr., of Kansas City, Kans. His parents are Mr. and Mrs. Edward J. Dwight, of Kansas City, Kans. Captain Dwight is stationed at Edwards Air Force Base, Calif., is married, and has two children.

Captain Dwight received his education in the Kansas City, Kans., grade school, high school, and the Kansas City Junior College. He joined the Air Force in August 1953, and in 1955 was commissioned as a pilot at Williams Air Force Base, Chandler, Ariz. It was at this base he

completed his college work—partly through night classes—at Arizona State University.

He served 2 years in Japan as a B-57 bomber pilot, followed by about 3½ years at Travis Air Force Base, Fairfield, Calif. Some months ago he was assigned to the test pilot school at Edwards Air Force Base.

Upon being notified of his selection as a trainee for the manned space program, Captain Dwight stated that he hoped some day to become an astronaut.

I ask unanimous consent that a biographical sketch of Capt. Edward J. Dwight, Jr., be printed at this point in the RECORD.

There being no objection, the statement was ordered to be printed in the RECORD, as follows:

Full name: Capt. Edward J. Dwight, Jr.

Claim to fame: First Negro selected as trainee for manned space flight.

Home: Edwards Air Force Base, Calif.

Birthday: 1934.

Education: Kansas City Junior College, graduated with honors in track in 1953. Earlier was track and football star at Ward High School in Kansas City, Kans. After joining Air Force and winning his wings at Williams Air Force Base, Ariz., in 1955, completed college training through night classes at Arizona State University in Tempe. Eight months ago, assigned to test pilot school at Edwards Air Force Base.

Jobs: B-57 bomber pilot.

Family: Parents, Mr. and Mrs. Edward J. Dwight, of Kansas City, Kans. Wife, Sue, and two children, Tina Sherree, 7 and Edward III, 5. Four sisters, one of whom is Sister Martin Mary, first Negro woman to become a Sister of Charity.

Hobbies: Besides flying, he is active in both the Knights of Columbus and the Holy Name Society. He is a devout Catholic and his wife is a convert.

Ambition: To become an astronaut.

THE CLAY COMMITTEE REPORT

Mr. CHURCH. Mr. President, the recent report to the President by the Committee To Strengthen the Security of the Free World, the Lucius D. Clay Committee, has lately been the subject of much discussion. I think the Clay report lays down guidelines both for improving and for reducing the cost of our foreign aid program.

After a careful study, the Committee has indicated certain areas of our foreign aid program which should either be reduced or be terminated. I certainly endorse many of the Committee's observations, and I am hopeful that Congress will carefully consider its recommendations. I am gratified to find that one of these recommendations conforms with my efforts, during the last 2 years, to terminate further military assistance, on a grant basis, to the prosperous nations of Western Europe. The Committee says:

Elsewhere in Europe, except in Greece and Turkey, there is no apparent need for further military or economic assistance other than for the fulfillment of existing commitments.

Mr. President, I hope Congress will support an amendment, which I intend to offer again this year to the Foreign Assistance Act, which would accomplish this purpose.

I have supported the foreign aid program as indispensable to our national